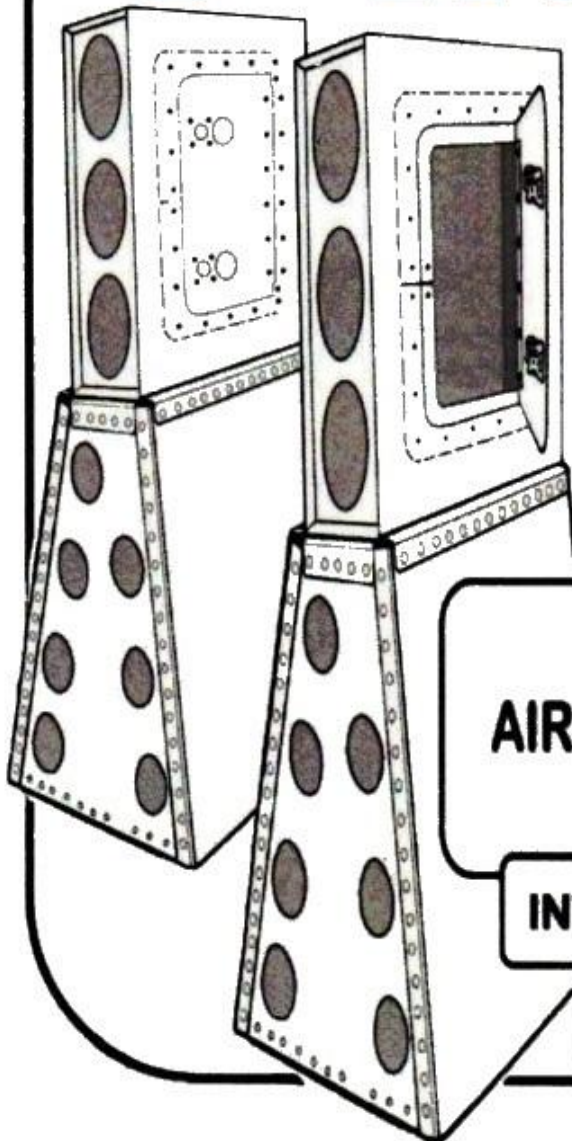




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ASA 737 – SAS 200/400/800

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AIRCRAFT

T.O. CODE

- AND -

ATA CODE

SECTION

AMM 52-40-01-00
Simulator Aircraft Maintenance Manual

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ASA 737 – SAS 200/400/800

ATA CHAPTER 51 - GENERAL

ATA 51 -00	GENERAL	Airplane major structural breakdown diagram. Primary and secondary structure diagram. Principal area and dimensional data. Restricted area diagram. Zoning diagram. Access door and panel identification. Glossary.
-10	INVESTIGATION, CLEANUP AND AERODYNAMIC SMOOTHNESS	Definition of damage classifications. Cleanup of dents, cracks, scratches, corrosion, etc. Aerodynamic smoothness requirements for the airplane, and permissible contour variations, gaps, and mismatch data.
-20	PROCESSES	Special processes for use in the repair of the airplane. Will not include general engineering practices unless specific deviations are required. Unique processes such as welding specifications, etc., relative to a single repair shall be incorporated in the repair and only referenced here.
-30	MATERIALS	Description of materials (metallic and non-metallic) including extrusions, formed sections, sheet, sealants, adhesives, and special materials used in airplane repair. Where possible, permissible substitutes and sources of supply will be given.
-40	FASTENERS	Description of fastener types, materials, and sizes. Procedures for fastener installation and removal including hole preparation. Fastener strength values and substitution data.
-50	SUPPORT OF AIRPLANE FOR REPAIR AND ALIGNMENT CHECK PROCEDURES	Procedure for supporting the airplane to relieve loads during repairs. Includes locations for supports and contour dimensions for required ground equipment.
-60	CONTROL-SURFACE BALANCING	Procedures for adjusting the mass balance of control surfaces after repair. Where applicable, individual repairs will contain their own balancing instructions.
-70	REPAIRS	Typical repairs suitable for general use, not limited to one ATA Chapter.



ASA 737 – SAS 200/400/800

ATA CHAPTER 52 - GENERAL

ATA 52 -00	GENERAL	Removable units used for entrance or exit, and for enclosing other structure contained within the fuselage. Includes passenger and crew doors, cargo doors, emergency exits, etc. Electrical and hydraulic systems associated with door control are included as appropriate.
-10	PASSENGER / CREW	Doors used for entrance and exit of the passengers and crew to and from the aircraft. Includes items such as structure, latching mechanisms, handles, insulation, lining, controls, integral steps, ramps, handrails, attach/attached fittings, etc.
-20	EMERGENCY EXIT	Exit doors used to facilitate evacuation that is not normally used for exit. Includes items such as structure, latching mechanisms, handles, insulation, lining, controls, attach / attached fittings, etc.
-30	CARGO	Exterior doors used primarily to gain access to cargo compartments. Includes items such as structure, latching mechanisms, handles, insulation, lining, controls, integral steps, ramps, handrails, attach/attached fittings, etc.
-40	SERVICE	Exterior doors used primarily to gain access for servicing aircraft systems and equipment. Includes items such as structure, latching mechanisms, handles, insulation, lining, controls, integral steps, handrails, attach/attached fittings, etc.
-50	FIXED INTERIOR	Interior Doors inside the fuselage installed in fixed partitions. Includes items such as structure, latching mechanisms, handles, lining, attach/attached fittings, etc. Does not include doors installed in movable partitions which are covered in Chapter 25.
-60	ENTRANCE STAIRS	Stairs which operate in conjunction with but are not an integral part of entrance doors. Stairs whose primary structure is a door shall be covered under the appropriate topic. Includes items such as structure, actuating mechanisms and controls, handrails, attach/attached fittings, etc.
-70	DOOR WARNING	That portion of the system which is used to indicate whether the doors are closed and properly latched. Includes items such as switches, lights, bells, horns, etc. Does not include landing gear door warning which is covered in Chapter 32.



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ATA CHAPTER 39 - GENERAL

ATA 24		ELECTRICAL - ELECTRONIC PANELS AND MULTIPURPOSE COMPONENTS
-00	GENERAL	GENERAL PRATICES
-10	PANELS	INSTRUMENT AND CONTROL PANELS
-20	RACKS	ELECTRICAL AND ELECTRONIC EQUIPMENT RACKS
-30	BOXES	ELECTRICAL AND ELECTRONIC JUNCTION BOXES
-40	COMPONENTS	MULTIPURPOSE ELECTRONIC COMPONENTS
-50	CIRCUITS	INTEGRATED CIRCUITS AND CIRCUIT BOARDS
-60	ASSEMBLIES	PRINTED CIRCUIT CARD AND ASSEMBLIES



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**AIRCRAFT
DEFECT CODES**

SECTION



ASA 737 – SAS 200/400/800

DEFECT CODES - GENERAL

Priority 1	PILOT	Pilot Reports
2	-LINE	Use Line for all line maintenance defect reported, that are not reported by a Pilot or Daily Report , C-Check and or Heavy Maintenance Check etc.
3	DAILY	Use for defect generated to record work with Daily Check Due, etc.
4	0A-CK	Use for defect generated to record work with A-Check Due, etc.
5	0C-CK	Use for defect generated to record work with C-Check Due, etc.
6	0H-CK	Use for defect generated to record work with Heavy Maintenance Check Due, etc.



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MANUAL**

**EFFECTIVITY
CODES
SECTION**

AMM 52-40-01-00
Simulator Aircraft Maintenance Manual

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ASA 737 – SAS 200/400/800

EFFECTIVITY CODES - GENERAL

AIRCRAFT IDENTIFICATION NUMBER <small>(Tail Number)</small>	AIRCRAFT EFFECTIVITY CODE <small>(IPL Number)</small>	AIRCRAFT SERIAL NUMBER <small>(Assembly / Line Number)</small>	AIRCRAFT MODEL NUMBER <small>(Aircraft Type)</small>	AIRCRAFT MAINTENANCE MANUAL <small>(AMM / SRM)</small>
737AS	A	32620	ASA 737-200	737-SAMM
738AS	B	53774	ASA 737-400	737-SAMM
739AS	C	82692	ASA 737-800	737-SAMM
731AS	A	02623	ASA 737-200	737-SAMM
732AS	B	47735	ASA 737-400	737-SAMM
733AS	C	29628	ASA 737-800	737-SAMM



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(AIRPORT LOCATION CODES)

IAPA CODES

SECTION

AMM52-40-01-01
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ASA 737 – SAS 200/400/800

AIRPORT TAVEL CODES (IATA) GENERAL

Official Airport		State	IATA Code
Atlanta	Hartsfield - Jackson Atlanta Convention	Georgia	ATL
Anchorage	Ted Stevens Anchorage International Airport	Alaska	ANC
Austin	Austin-Bergstrom International	Texas	AUS
Baltimore	Baltimore/Washington International - BWI Airport	Maryland	BWI
Boston	Logan International	Massachusetts	BOS
Charlotte	Charlotte Douglas International	North Carolina	CLT
Chicago	Chicago Midway Airport	Illinois	MDW
Chicago	Chicago O'Hare International	Illinois	ORD
Cincinnati	Cincinnati/Northern Kentucky International	Ohio	CVG
Cleveland	Cleveland Hopkins International	Ohio	CLE
Columbus	Port Columbus International	Ohio	CMH
Dallas	Dallas / Ft Worth Convention	Texas	DFW
Denver	Denver International Airport	Colorado	DEN
Detroit	Detroit Metropolitan Wayne County Airport	Michigan	DTW
Fort Lauderdale	Fort Lauderdale/Hollywood International	Florida	FLL
Fort Myers	Southwest Florida International	Florida	RSW



ASA 737 – SAS 200/400/800

AIRPORT TAVEL CODES (IATA) GENERAL

Official Airport		State	IATA Code
Hartford	Bradley International	Connecticut	BDL
Honolulu	Hawaii Honolulu International	Hawaii	HNL
Houston	George Bush Intercontinental	Texas	IAH
Houston	William P. Hobby Airport	Texas	HOU
Indianapolis	Indianapolis International	Indiana	IND
Kansas City	Kansas City International	Missouri	MCI
Las Vegas	Las Vegas Convention	Nevada	LAS
Los Angeles	Los Angeles International - LAX Airport	California	LAX
Memphis	Memphis International	Tennessee	MEM
Miami	Miami Beach Convention	Florida	MBF
Minneapolis	Minneapolis/St. Paul International	Minnesota	MSP
Nashville	Nashville International	Tennessee	BNA
New Orleans	Louis Armstrong International	Louisiana	MSY
New York	John F. Kennedy International	New York	JFK
Newark	Newark Liberty International	New Jersey	EWR
Oakland	Metropolitan Oakland International	California	OAK
Orlando	Orlando Convention	Florida	MCO
Philadelphia	Philadelphia International	Pennsylvania	PHL
Phoenix	Sky Harbor International	Arizona	PHX



ASA 737 – SAS 200/400/800

AIRPORT TAVEL CODES (IATA) GENERAL

Official Airport		State	IATA Code
Pittsburgh	Pittsburgh International	Pennsylvania	PIT
Portland	Portland International	Oregon	PDX
Sacramento	Sacramento International	California	SMF
Salt Lake City	Salt Lake City International	Utah	SLC
San Antonio	San Antonio International	Texas	SAT
San Diego	Lindbergh Field International	California	SAN
San Francisco	San Francisco International	California	SFO
San Jose	Mineta San José International	California	SJC
Santa Ana	John Wayne Airport, Orange County	California	SNA
Seattle	Seattle-Tacoma International - SeaTac Airport	Washington	SEA
St. Louis	Lambert-St. Louis International	Missouri	STL
Tampa	Tampa International	Florida	TPA
Washington D.C.	Ronald Reagan Washington National	Washington D.C.	DCA



ASA 737 – SAS 200/400/800

**SIMULATOR
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**CHECK AND REPAIR
SECTION**

AMM 52-40-01-02
Simulator Aircraft Maintenance Manual

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ASA 737 – SAS 200/400/800

CHECK AND REPAIR

1. GENERAL

- (a). This section gives the instructions to check each component of ASA 737-SAS 200/400/800 Assembly for wear or damage.
- (1). Use a 10 power magnifying glass to aid visual checks.
- (b). Give close attention to fastener hole(s), latche(s), and hinge assemblies and other areas susceptible to cracks, wear, galling, metal surfaces, burrs, nicks, scratches, and other damage.

Note: Burrs, nicks, and scratches are defined as any material lifted above the surface of the part which, if not removed, can prevent complete seating of parts and surfaces to be mated. If the damage from any burrs, nicks, and scratches leaves a surface without a surface coat or protection, note the defect for repair(s). Burrs, nicks, and scratches may be repaired by polishing if form, fit and function is not impaired. Refer: Allowable Damage Limits Fig 101 of the "Structural Repair Manual" Section.

- (c). Replace any threaded part if the damage to the threads are more or greater than 20 percent of any one thread. If damage to a thread is 20 percent or less of any one thread, assign the part for repair.

For ASA 737-SAS 200/400/800 " Simulator Use Only " Must Replace All Fastener(s) With " New " Upon Removal

Note: Threaded fasteners (screws, bolts, nuts, etc.) are not to be repaired regardless of the amount of damage.
Replace "ALL" fasteners. This only applies to the Simulator(s).

- (d). Refer to the "Fastener Installation / Removal" Section to correct any known or found problem.

AMM 52-40-01-02
Simulator Aircraft Maintenance Manual



ASA 737 – SAS 200/400/800

CHECK AND REPAIR

1. PROCEDURS

- (a). This section gives the instructions to check each component of ASA 737 - SAS 200/400/800 Assembly for wear or damage.
- (1). Use a 10⁺ power magnifying glass to aid in the visual inspection of the component.
 - (2). See Table 202 for material.
- (b). Refer: to Table 201 for instruction necessary to do the inspection procedures given in this section.

TABLE 201: PROCEDURES

COMPONENT	INSPECTION METHOD	CHECK FOR	CORRECTIVE ACTION
ALL PARTS	VISUAL	Dirty Parts Missing Paint Corrosion , Distortion	Repair
ALL METAL PARTS	VISUAL	Nicks,cracks,cuts gouges, other damage cause incorrect operation.	Repair or Replace
ALL THREADED PARTS	VISUAL	Used, Crossed or Stripped threads.	Replace (All)
DOOR HINGE	VISUAL	Distortion, cracks, Corrosion, Worn Pins Incorrect Operation	Repair or Replace
LATCH ASSY BOLT BUTTON TRIGGER BOTTON BACKING PLATE SPRING	VISUAL	Nicks, Cracks, Gouges Seals Worn or Cracked Cracked Springs, Anodized Finish worn to base metal.	Replace (All) Latch Assy(s)

Note: Make a record of "All" defect(s) found during the inspection processes on Form SAS-1A. Refer: Simulator Maintenance Log Page Section SAMM 51-00-00-02



ASA 737 – SAS 200/400/800

CHECK AND REPAIR

2. MATERIAL

- (a). This section gives the instructions to check each component of ASA 737 - SAS 200/400/800 Assembly for wear or damage.
- (1). If required, Refer to "CLEANING" Section Table 101 for additional materials necessary to do the procedures given in "General" of this section.
- (2). Refer to the Table 202 for the material necessary to do procedures given in Table 201 of this Section.

TABLE 202: INSPECTION MATERIAL

PARTS OR SPECIFICATION NUMBER	NOMENCLATURE
COMMERCIALLY AVAILABLE	MAGNIFYING GLASS (10 POWER MINIMUM)
* Unless specified differently, equivalent alternatives may be used.	



ASA 737 – SAS 200/400/800

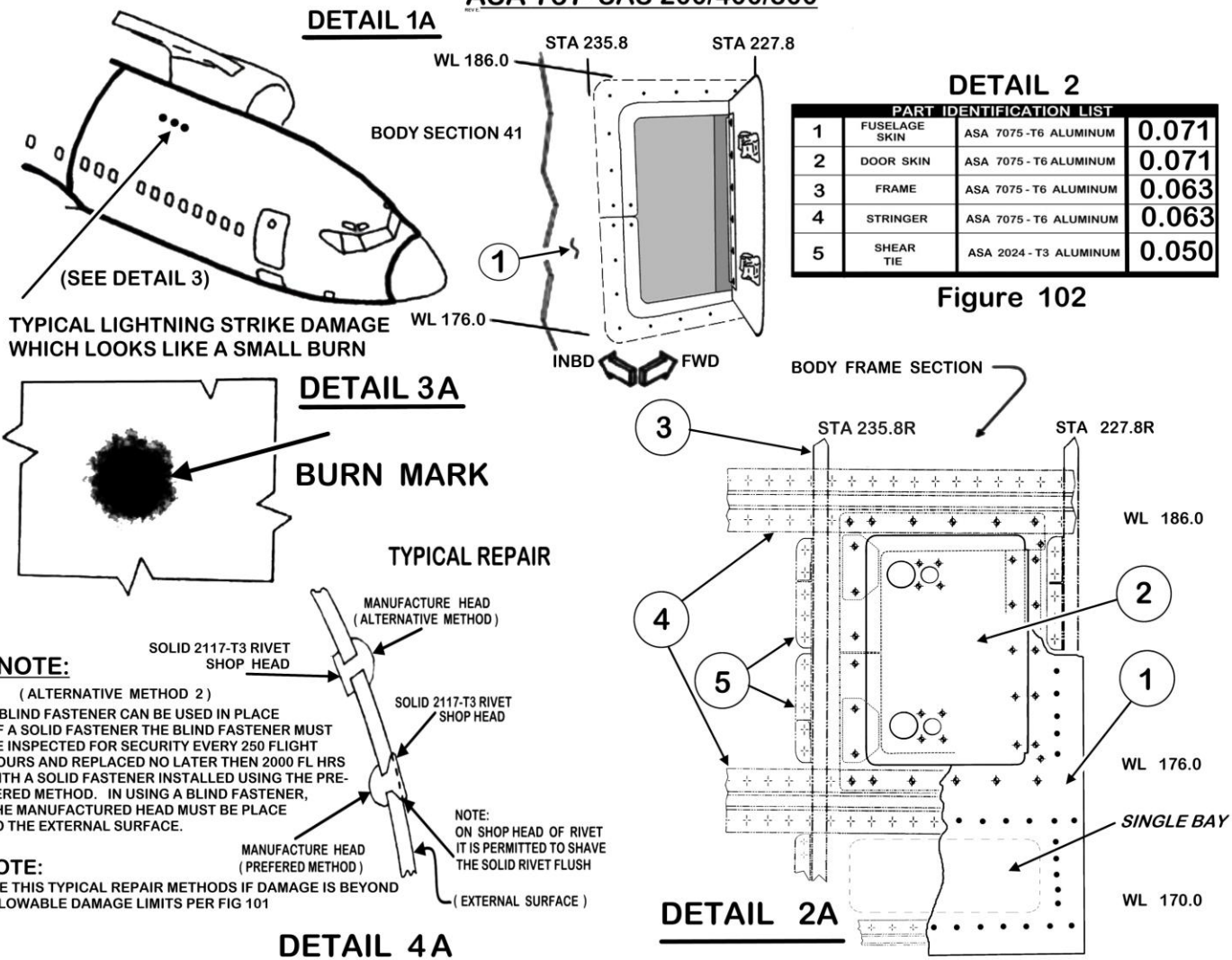
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**STRUCTURAL REPAIR
SECTION**

**SAMM 52-40-01-03 / Page 1
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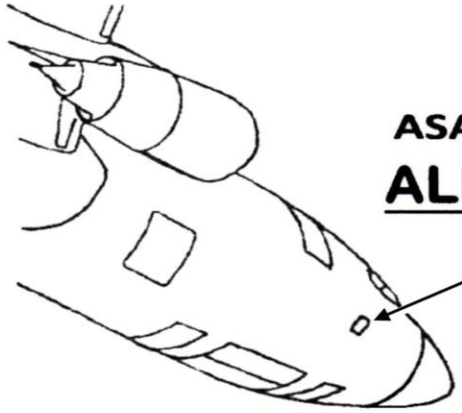
ALLOWABLE DAMAGE

ASA 737-SAS 200/400/800



DESCRIPTIONS	CRACKS	NICKS, GOUGES SCRATCHES AND CORROSION	HOLES AND PUNCTURES	LIGHTING STRIKES	DENTS
FUSELAGE SKIN DOOR SKIN	NOT ALLOWED	A D	C E	LS	B
FRAMES, SHEAR TIE, LANDS, LATCH STOPS, HINGE, HINGE SUPPORT LATCHES, OTHER				NOT ALLOWED	

External Power Receptacle Access Door
Figure 101



ASA 737 – SAS 200/400/800
ALLOWABLE DAMAGE

Note: Treat all "Worn" Parts as a Gouged part.

Nicks, Gouge, and Scratches that do not penetrate all the way through clad surfaces may be ignored. Inspect visually the penetration depth as given in SAMM 52-40-01-03 Fig 101 detail 2, to see if any other action may be required for repairs.

LS Lightning strike on skin over stringers and frames are allowed if these conditions exist.

- a) Between not more than 2 fastener in the same row and can be cleaned up per details 2, 3,4 and 5.
- b) Not to greater than 10% of skin thickness after clean up per figure 101 detail 2.
- c) If the damage is to a fastener only and did not damage the countersink or the hole around the fastener. Allowed to continue service for 350 flight hours but must replace the fastener with production fastener before continued service

Lightning strikes in the open field of a single bay on skin are allowed if these conditions exist.

- a) If not more the 2 strikes in a single bay and be cleaned up and the damage is not greater the 10% of skin thickness.
- b) "It" must be inspect every 250 flight hours for any furher damage, be repaired within 1000 flight hour

Lightning strikes greater than the allowable in single bay must be repaired per AMM 52-40-01-03 figure 101 detail 4A / Typical Repair.

A Nicks, Gouged, and scratches, or corrosion not exceeding 25% of material thickness are allowed, provided they are cleaned out in accordance with details 2 and 3. also be removed as shown in detail 4 and 5.

B Evaluate Dents per Detail I. Dents are allowed provided:
Depth of dent must be not be greater than 0.125 inch in depth. A/Y ratio of the dent must be greater than 10. Dent is smooth and free of sharp creases, gouges or cracks. Dent does not go over underlying structure. There are no broken, pulled or loose fasteners.
Dents with less than A/Y of 10, but greater than 5, and depth deeper than 0.125 inch must be repaired within 2500 flight hours. Make an entry to reinspect damage every 250 flight hours.

C Holes and Punctures are allowed up to 0.025 max dia after cleanup provided damage is 1.00 min from any other holle, part edge, or other cutouts and or damage.

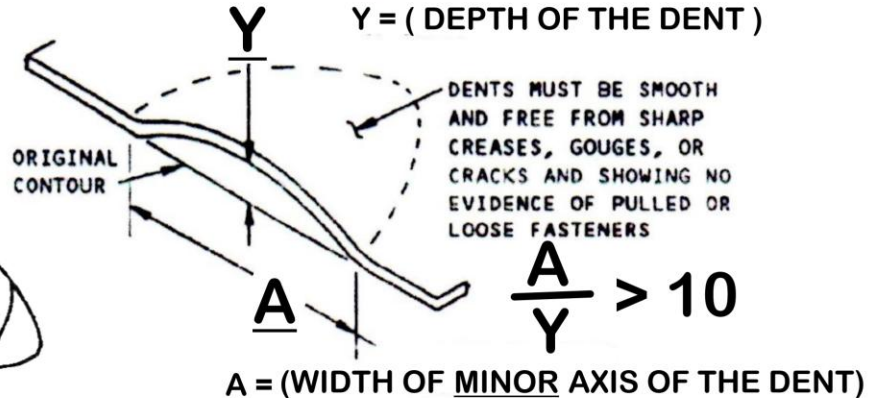
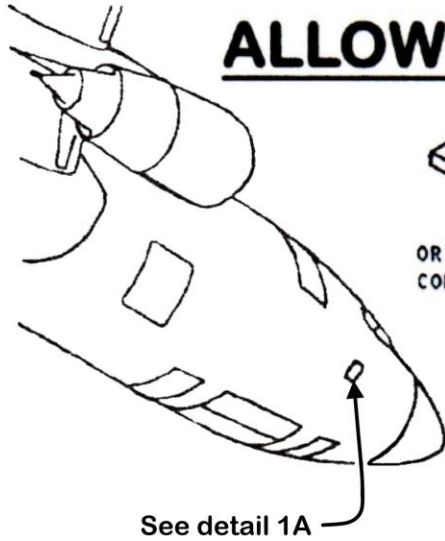
E Holes must be repaired at next heavy maintenance check if hole(s) greater the 0.025 must be repaired

D Nicks, Gouged, and scratches that do penetrate all the way through and after cleanup per detail 2,3,4, and 5. and are not greater then 20% of the materal thickness must be repaired within 2500 flight hours or 18 months of the one that come the latest.
Make an entry to reinspect damage every 150 flight hours.

External Power Receptacle Access Door
Allowable Damage Limits
Figure 101 (sheet 2 of 4)

ASA 737 – SAS 200/400/800

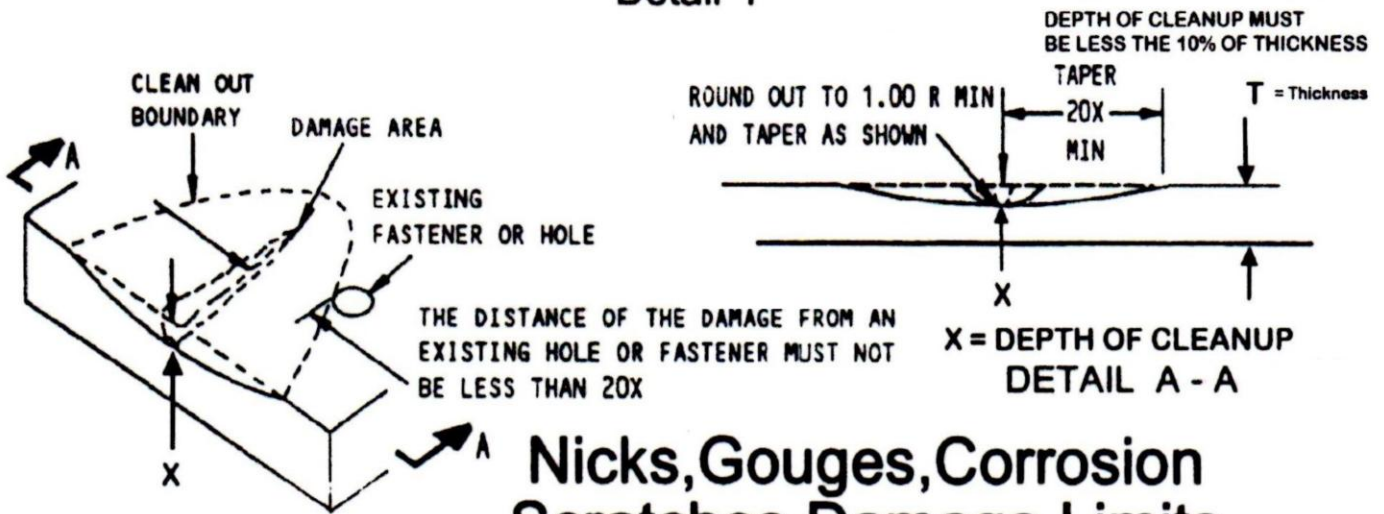
ALLOWABLE DAMAGE



A/Y Ratio must not be less than 10
 Y = 0.125" maximum

Dent Limits on Skins

Detail 1



Nicks, Gouges, Corrosion Scratches Damage Limits

Detail 2

External Power Receptacle Access Door Allowable Damage Limits

Figure 101 (Sheet 3 of 4)

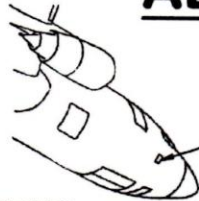


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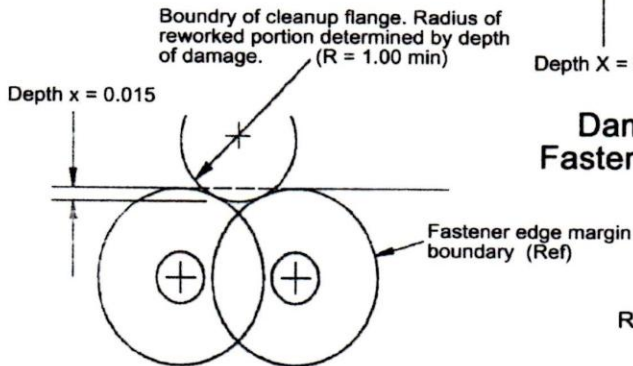
ASA 737 – SAS 200/400/800

ALLOWABLE DAMAGE



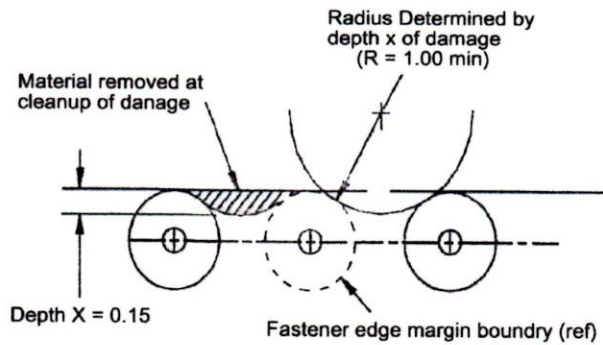
See Detail 1A

NOTES



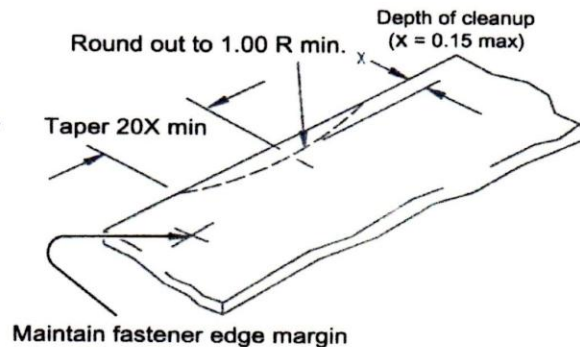
Damage Cleanup of edges where Fastener edge margins overlap

Detail 3



Damage Cleanup of Edges where Fastener Edge Margins Do Not Overlap

Detail 4



Edge damage removal
Detail 5

External Power Receptacle Access Door Allowable Damage Limits Figure 101 (sheet 4 of 4)



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FASTENER INSTALLATION



ASA 737 – SAS 200/400/800

Fastener Installation

1. Introduction

- (a) The data is general in use. It will be used on ASA 737 - SAS 200/400/800 Simulator Only. Use data as a guide to give minimums guide lines for this simulator. this will help guide Technicians in the use of this simulator and aid in simulating true aircraft situations.
- (b) The instructions in this section are for screw, bolts, and nuts.

2. Definitions

- (a) Breakaway torque: The torque necessary to start to turn the fastener from a stopped position with no load on the fastener.
- (b) Clamp up: The force inside (between) the installed bolt and nut.
- (c) Run on torque: The torque necessary to keep the fastener in motion as it is turned but before it comes against the mating surface.
- (d) Installation torque: The applied to the fastener at final assembly.
- (e) Maximum / minimum torque: The upper or lower limit of the specified torque range.
- (f) Locking / self-locking torque: The torque necessary to turn a fastener with a locking feature on its mating threaded part fastener is not down against the mating surface . (Like the use of Hi-Lock type fastener).



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Fastener Installation

3. GENERAL

- (a) All threads must be completely engaged and show a minimum of 1 1/2 to a maximum of " 3 " threads protruding from the nut(s).
- (b) Nut(s) must not engage on incomplete tread(s) next to the shank of the screw or bolt.
- (c) **"Do Not"** degrease or lubricate screw, bolt and nut(s) unless specified by the Simulated Aircraft Maintenance Manual (SAMM) instructions.
- (d) Before assembly, remove burrs, sharp edges, cured sealant, dirt, grease or unwanted matter from the threads of screw, nuts or bolts specified in overhaul per Paragraph 4. of this section.

NOTE: " Replace All Fasteners "

Threaded fastener (screws, bolts, nut, etc) are Not to be repaired regardless of the amount of damage. Refer "Check and Repair Para 1.(c)."

" Replace All Fastener After Removal "

- (e) Install the fasteners with the heads upward or in a forward direction, Screw(s) and bolt(s) in close-tolerance or interference holes must not turn with a wrench or the heads or locking key type (Hi-Lock) fasteners. **Always consult " all" aircraft repair / maintenance / SAMM manuals and review the T.O. / IPL / IPC before any replacement of any type of fastener(s).**



ASA 737 – SAS 200/400/800

Fastener Installation

4. Adjustment of grip length / use of Washers

- 1) Grip length adjustment will be necessary when correct grip length bolts, screw are not available. Longer grip screw or bolts can be used with washers as necessary and when washers are specified for fillet relief or protection of the parts surface, and when washers are necessary for this adjustment you can adjust the grip length of the fastener being used.
- 2) Countersunk washer can be used under the screw or bolt head to make a space for a fillet radius for the head of the fastener only if the fastener hole has been countersunk or does not have a chamfer.

Note: If only one length of fasteners is specified by the Aircraft Illustrated Parts List (IPL) or Simulator Maintenance Manual (SAMM) "NO substitution screw, bolt, or fastener of different grip length is permitted"

- 3) If you use washers that are not specified by the SAMM instructions because the proper washer is not available, be sure to use washers of material which will be safe against the material the washer will touch, and be toque.

Note: A total of three (3) washers is permitted on each or bolt (1) under the head of the fastener and (2) under the nut being install onto the fastener.



ASA 737 – SAS 200/400/800

Fastener Installation

5. Torque Requirements

- (a) Use the torque values shown in Paragraph 8. Table 1 unless the OHM provides torque value in the "Reassembly" Section.
- (b) Using Castellated nuts , unless given by the SAMM specifications, do not tighten the fastener(s) more than the torque value shown in Para. 8. Table 1. when you align the castellated nut with the hole for the cotter pin or other safety devices washer(s) may be used to adjust the alignment of the hole and also the grip length of the fastener. See para 4.(3) note:

Note: Use only certified and approved torque wrenches to apply the specified torque to the screw(s), bolt(s) and Nut(s).

6. Locking Torque / Self Locking Bolts / Nuts

- (a) Use the locking torque range shown in Para 8 Table 1 to determine the self locking nut and bolt combination before installation. If the nut turns too easily or the torque is too high upon installation remove the nut and bolt and compare the combination of hardware. see that the hardware are correct for installation provided by the IPC Section.



ASA 737 – SAS 200/400/800

Fastener Installation

7. Installation of Screw(s) Bolt(s) Nut(s)

- (a) Tighten all of the fasteners with your fingers prior to torquing the fasteners to its recommended torque value given in Para 8. Table 1.
- (b) A nut is installed when a minimum of one thread and the chamfer of the male thread are above the top of the nut. The removal cycle is complete when the locking device is disengaged.

a) **Note: For ASA 737-SAS 200/400/800
" Simulator Use Only ".**

If no torque device is available, it is permissible that the fastener be tightened to a snug fit, then finish with a (1/4 Turn) on the nut to establish a simulated torque values for grading.

b) **Note: For ASA 737-SAS 200/400/800
" Simulator Use Only ".**

All threaded fasteners (screw, bolts, nuts etc...)

Replace All Fasteners With "New" After Removal

Refer " Check / Repair " Section Para 1.(c). General.



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Fastener Installation

8. TORQUE VALUES

TABLE I

THREAD SIZE	TORQUE (INCH POUND)		
	USED NUTS		NEW NUTS
	MINIMUM	MAXIMUM	Minimum First Cycle Tightening
(0.1120 Dia) 4 - 48	0.5	5	1.0
(0.1380 Dia) 6 - 40	1.0	10	2.0
(0.1640 Dia) 8 - 32	1.5	15	3.0
(0.1900 Dia) 10 - 32	2.0	18	3.5
(0.2500 Dia) 1/4 - 28	3.5	30	7

NOTE: USE ONLY CERTIFIED AND APPROVED TORQUE WRENCHES TO APPLY THE SPECIFIED TORQUE TO NUTS AND BOLTS.

*** For Use "ONLY" On ASA 737- SAS 200/400/800 - SIMULATOR**



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ASA 737 – SAS 200/400/800

SIMULATOR AIRCRAFT MAINTENANCE MANUAL

LATCH INSTALLATION SECTION

SAMM 52-40-01-05 / Pg 1
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Latch Assy and Latch Installation Check

1. LATCH ASSY REFER : Fig 401

- A. TO OPEN THE LATCH PUSH IN ON THE TRIGGER BUTTON. THE BOLT IS RELEASED AND ROTATES AWAY FROM THE TRIGGER TO THE OPEN POSITION. RELEASE THE TRIGGER AND THE TRIGGER RETURNS TO THE CLOSED POSITION.**
- B. TO CLOSE THE LATCH. PUSH IN ON THE TRIGGER PUSH IN ON THE BOLT AND RETURN THE BOLT TO THE CLOSED POSITION. RELEASE THE TRIGGER AND THE TRIGGER RETURNS TO THE CLOSED POSITION TO SECURE THE BOLT.**

CAUTION: DO NOT USE TOOLS SUCH AS SCREWDRIVERS TO OPERATE THE LATCH. THE USE OF TOOLS MAY DAMAGE THE LATCH OR CAUSE INJURY TO PERSONNEL.

C. REFER TO FIG 402 FOR INSTALLATION CHECK AND CLEARANCES.

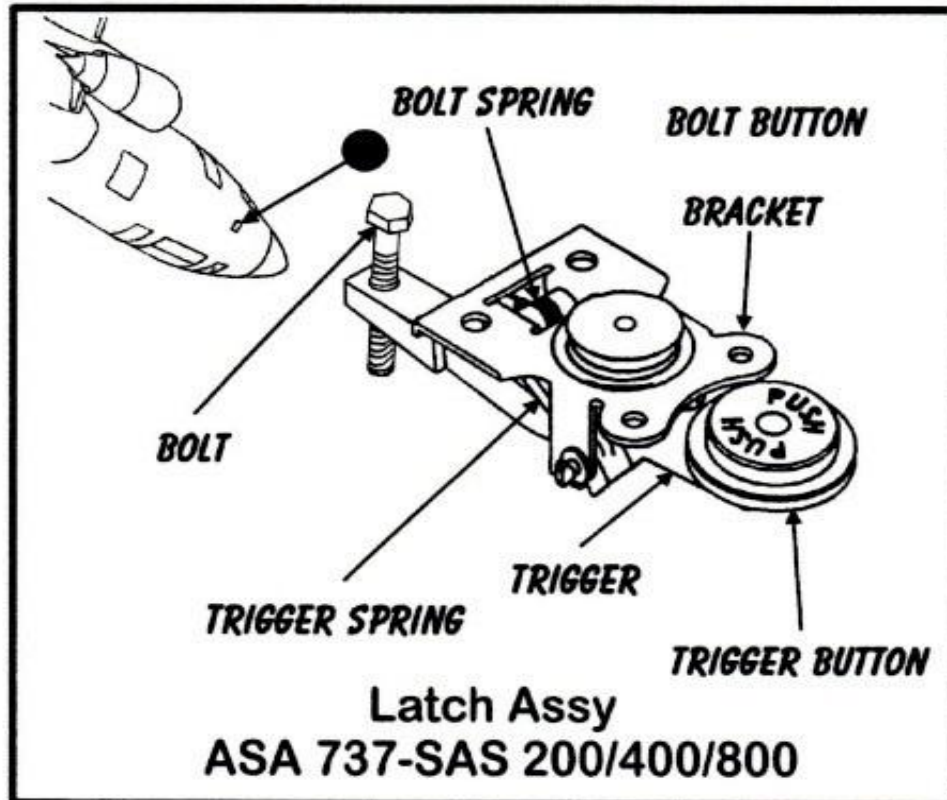


FIG 401

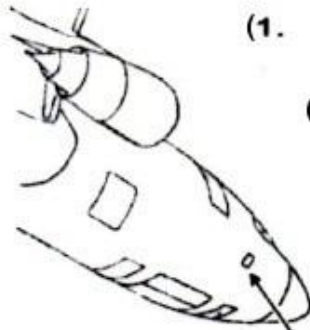


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2. Door Latch Installation Check, (Refer Fig 402)

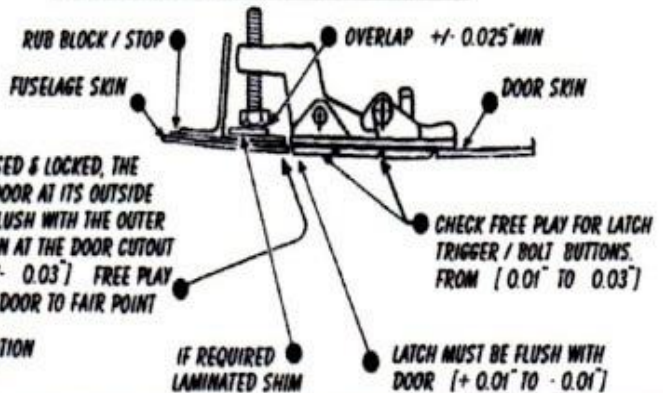


- (1. Door must rotate freely to within .010" to .030" contour (at each Latch Position). Refer Fig 403.
- (2. At each latch being checked, press door to its fit & fair position at door edge as shown below, lock latch & determine if preload exists by depressing latch bolt at location indicated.
- (3. There must be 0.010" to 0.030" depression free play at this point, if this free play is not obtained adjust laminated shims under rug block as reqd.
- (4. Adjust bolt with proper wrench to get the given free play to allow latch to close with minimum preload. Restoring Aircraft to preflight Condition.

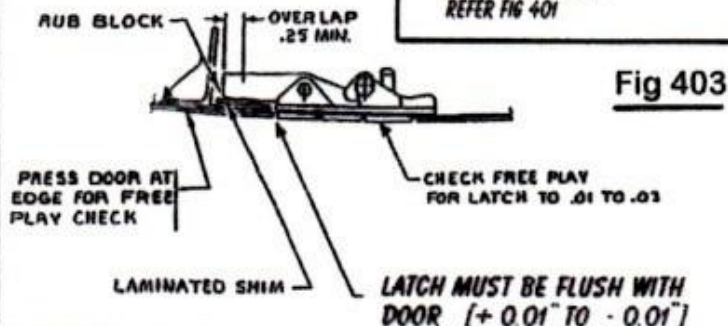
Latch P/N-569759-10
(Post SB 737-1234)

DOOR LATCH INSTALLATION CHECK

Fig 402



Latch P/N - 759569-1
(Pre SB 737-1234)





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ASA 737 – SAS 200/400/800

**SIMULATOR
AIRCRAFT MAINTENANCE
MANUAL**

Electrical Power

**Isolation Procedures:
Removal / Reinstallation
and Panel Location**

SECTION



ASA 737-SAS 200/400/800 AMM

Task 24-10-01-00

Electrical Power Isolation Procedures / Removal

Effective On: SAS ALL

1. General

- (1) This procedure removes aircraft electrical power and provides isolation of electrical power to aircraft the systems components for maintenance.

2. Standard Tools and Equipment

- (1) Simulated: External power supply 115/200 volt ac,3-phase, 400Hz Power Cord
- (2) Screwdriver
- (3) flashlight
- (4) Collaring / tagging Safty devices (4 EA)

3. Location Zones

Zone	Area
203	Fwd Center Overhead Flight Deck Compartment
205	R/H Fwd Lower Nose Compartment
207	Fwd Cargo Compartment / Fwd Center Bulkhead

FOR US ONLY ON THE ASA 737 - SAS 200/400/800 SIMULATED AIRCRAFT STRUCTURE

4. Access Panels

Number	Name / Location
P5	Fwd Center Overhead Panel
P6	R/H Fwd Lower Nose External Power Receptacle Door
P7	Fwd Cargo Compartment / Fwd Center Bulkhead

FOR US ONLY ON THE ASA 737 - SAS 200/400/800 SIMULATED AIRCRAFT STRUCTURE



ASA 737-SAS 200/400/800 AMM

Task 24-10-01-00

Electrical Power Isolation Procedures / Removal

Effective On: SAS ALL

5. Procedure

- (1) At the overhead panel, P5, ensure the emergency light switch, (P5-4), is in the off position and the emergency light annunciation light is off.
- (2) Place TRANSFER BUS switch (P5-20) to off. Ensure ALL amber lights illuminate and the blue BUS LIGHT extinguishes.
- (3) Place STAND-BY POWER (P5-6) switch from AUTO to BATT. Ensure amber DISCONNECT lights illuminates and the blue standby power bus light remains off.
- (4) Place BATT-GRD POWER (P5-2) switch on the P5 panel, to OFF. Ensure BATT-GRD blue light extinguishes, also TRANSFER- BUS, STAND-BY Power amber lights all extinguish. The "NOT IN USE" light illuminates.
- (5) Install "Danger do Not Use Tag" to the BATT-GRD Power switch (P5-2) on the P5 panel.

NOTE: The only light illuminated should be the "NOT IN USE" light, on the P5 panel. this light will remain on while a power source is connected.

WARNING: (" Simulated on ASA Sims only ")
Remove electrical power form the external power cable before you remove the power cable from the external power receptacle. Electrical Ark can cause injuries



ASA 737-SAS 200/400/800 SAMM

Task 24-10-01-00

Electrical Power Isolation Procedures / Removal

Effective On: SAS ALL

5. Procedure - Continued -

- (6) Remove power from the external power cable.
- (7) Remove the power cable from the external power receptacle.
 - (a) Access the P6 panel / Zone 205 External Power Receptacle Door
 - (b) Check and make sure the the blue BATT-GRD POWER AVAILABLE light on the P5 / Zone 203 and the EXTERNAL POWER AVAILABLE light on the P6 / Zone 205 panel are both extinguished prior to accomplishing these steps
- (8) Open this circuit breaker and attach Danger Tag to the breaker.
 - (a) Open External HOT BATTERY BUS breaker (P6-3) on the P6 Panel.

Note: (b) If aircraft maintenance is performed away from the external power door, close the power door and install Danger Do Not Use Tag to the door.

WARNING: KEEP ALL OF THE METAL OBJECTS (TOOL'S, SAFTY WIRE, BRUSHES, WATCH BANDS, RINGS, AND IDENTIFICATION BRACELETS) AWAY FROM THE OPEN TOP OF THE BATTERY A SHORT CIRCUIT CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (9) Open this access door to gain access to the battery. if it is closed.
 - (a) Access the P7 panel / Zone 207 Fwd Cargo Compartment / Fwd Center Bulkhead.



ASA 737-SAS 200/400/800 AMM

Task 24-10-01-00

Electrical Power Isolation Procedures / Removal

Effective On: SAS ALL

5. Procedure - Continued -

- (10) Turn the knob on the battery connector counterclockwise to release it and lift the plug off the terminal pins.
- (11) Install Danger Do Not Use Tag to the Main Battery Connector.

ASA 737-SAS 200/400/800 AMM

Task 24-10-01-00

Electrical Power Isolation Procedures / Reinstallation

Effective On: SAS ALL

1. General

- (1) This procedure restores electrical power to aircraft systems after power removal and isolation for maintenance. Accomplishment of this procedure returns the aircraft systems back to normal configuration

2. Standard Tools and Equipment

- (1) Simulated: External power supply 115/200 volt ac, 3-phase, 400Hz Power Cord
- (2) Screwdriver
- (3) flashlight
- (4) Rags for cleaning



ASA 737-SAS 200/400/800 AMM

Task 24-10-01-00

Electrical Power Isolation Procedures / Reinstallation

Effective On: SAS ALL

3. Location Zones

Zone	Area
203	Fwd Center Overhead Flight Deck Compartment
205	R/H Fwd Lower Nose Compartment
207	Fwd Cargo Compartment / Fwd Center Bulkhead

FOR US ONLY ON THE ASA 737 - SAS 200/400/800 SIMULATED AIRCRAFT STRUCTURE

4. Access Panels

Number	Name / Location
P5	Fwd Center Overhead Panel
P6	R/H Fwd Lower Nose External Power Receptacle Door
P7	Fwd Cargo Compartment / Fwd Center Bulkhead

FOR US ONLY ON THE ASA 737 - SAS 200/400/800 SIMULATED AIRCRAFT STRUCTURE

5. Manual Page / Fig

Figure	Name / Location
Fig 201	Fwd Center Overhead Flight Deck Compartment
Fig 203	R/H Fwd Lower Nose Compartment
Fig 205	Fwd Cargo Compartment / Fwd Center Bulkhead

FOR US ONLY ON THE ASA 737 - SAS 200/400/800 SIMULATED AIRCRAFT STRUCTURE



ASA 737-SAS 200/400/800 AMM

Task 24-10-01-00

Electrical Power Isolation Procedures / Reinstallation

Effective On: SAS ALL

6. Procedure

- (1) Remove the Danger Do Not Use Tag from the battery connector.
- (2) Install the battery connector.
 - (a) Do a visual inspection around battery compartment for F.O.D and security, if no defects noted close the access P7 Panel fwd cargo compartment, fwd center bulkhead.
- (3) Open External Power Receptacle Door to gain access to the P6 panel (P6-3).

Note: (a) Remove the Danger Do Not Use Tag from the external power door. (if Used) also from Hot Battery Bus breaker.

- (b) Close External HOT BATTERY BUS breaker (P6-3) on the P6 panel and remove attached Danger Tag.
 - a) The battery power light should come on when breaker is closed, and the battery connection has been made.
- (4) Examine the external power supply cord and the aircraft external power supply receptacle before you connect the external power supply to the receptacle. If no defect found connect the power cord. **NOTE: This step is " Simulated Only "**
 - (a) Note: BATT-GRD POWER CONN light (P6-3) on the P6 Panel will be extinguished. The BATT-GRD POWER switch (P5-2) on the P5 panel must be on before this light will illuminate.



ASA 737-SAS 200/400/800 AMM

Task 24-10-01-00

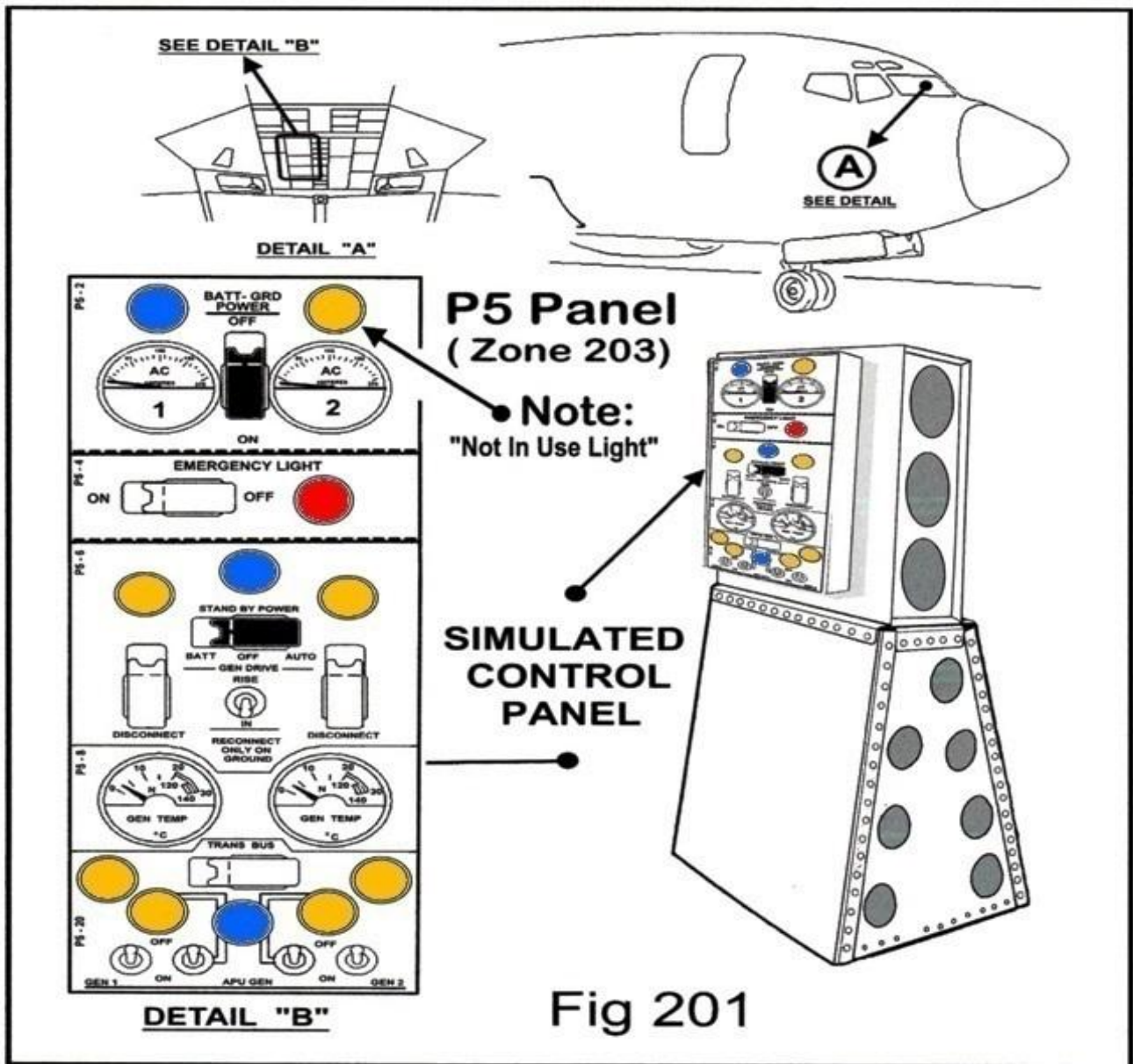
Electrical Power Isolation Procedures / Reinstallation

Effective On: SAS ALL

- (5) Remove the "Danger Do Not Use Tag" from the BATT-GRD Power Switch (P5-2) on the P5 Panel.
 - a) Place BATT-GRD POWER (P5-2) switch on P5 panel, to "On". Ensure BATT-GRD blue light illuminates, also TRANSFER- BUS and STAND-BY Power Amber lights all illuminate. The "NOT IN USE" light extinguishes on P5 and P6 Panels.
 - b) Place STAND-BY POWER (P5-6) switch from " Batt" to "AUTO". Ensure amber DISCONNECT lights extinguishes and the blue standby power bus light remains "ON".
 - c) Place TRANSFER BUS switch (P5-20) to "ON". Ensure ALL Amber lights extinguishes and the BLUE BUS LIGHT illuminates.
- (6) At the overhead panel, P5, make sure that the EMERGENCY LIGHT (P5-4) switch remains in the off position and the emergence master light is "OFF".
- (7) Electrical Power Isolation Procedures "COMPLETED"

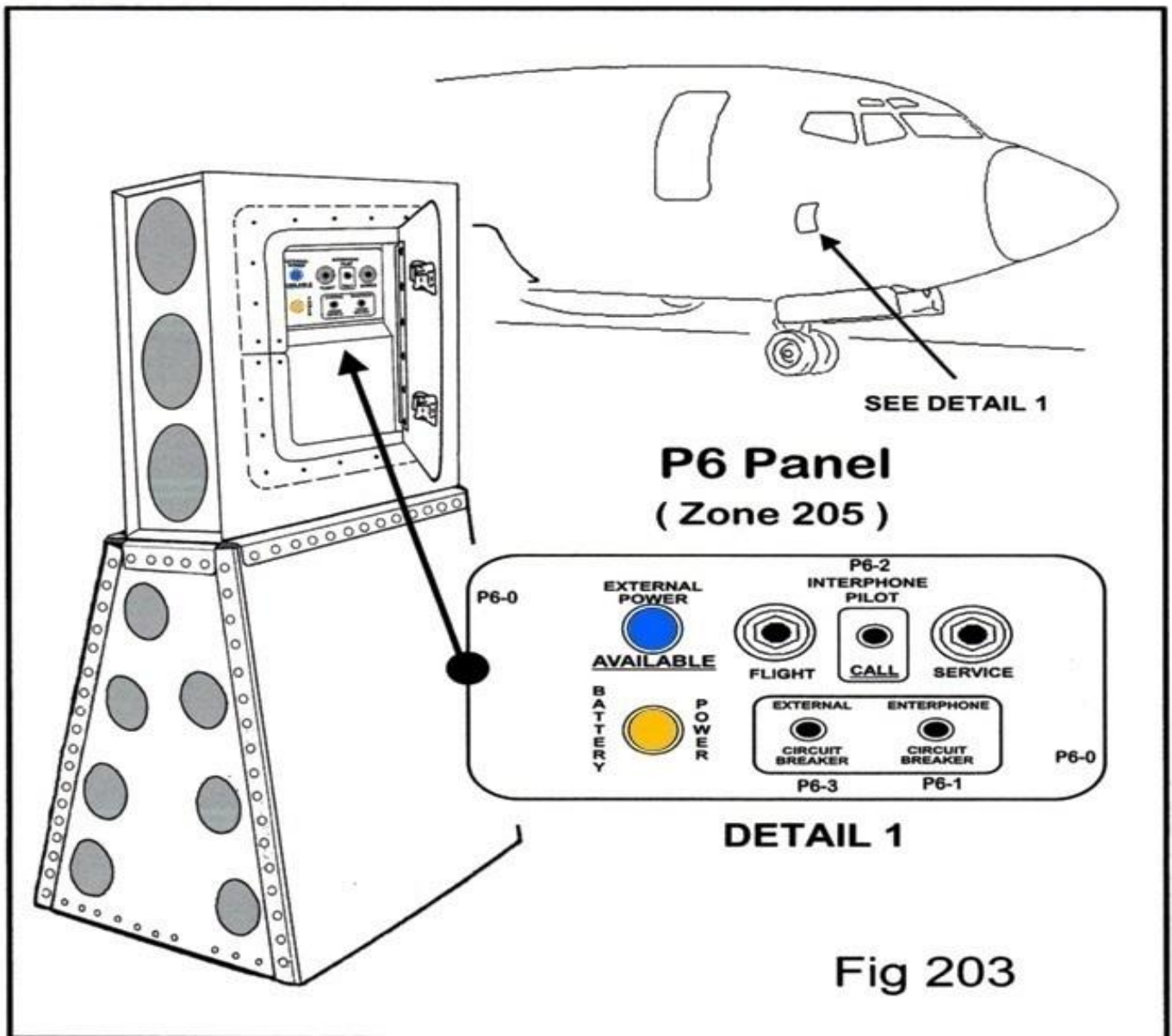
ASA 737-SAS 200/400/800 AMM
Task 24-10-01-00
Electrical Power Isolation Procedures

Effective On: SAS ALL



ASA 737-SAS 200/400/800 AMM
Task 24-10-01-00
Electrical Power Isolation Procedures

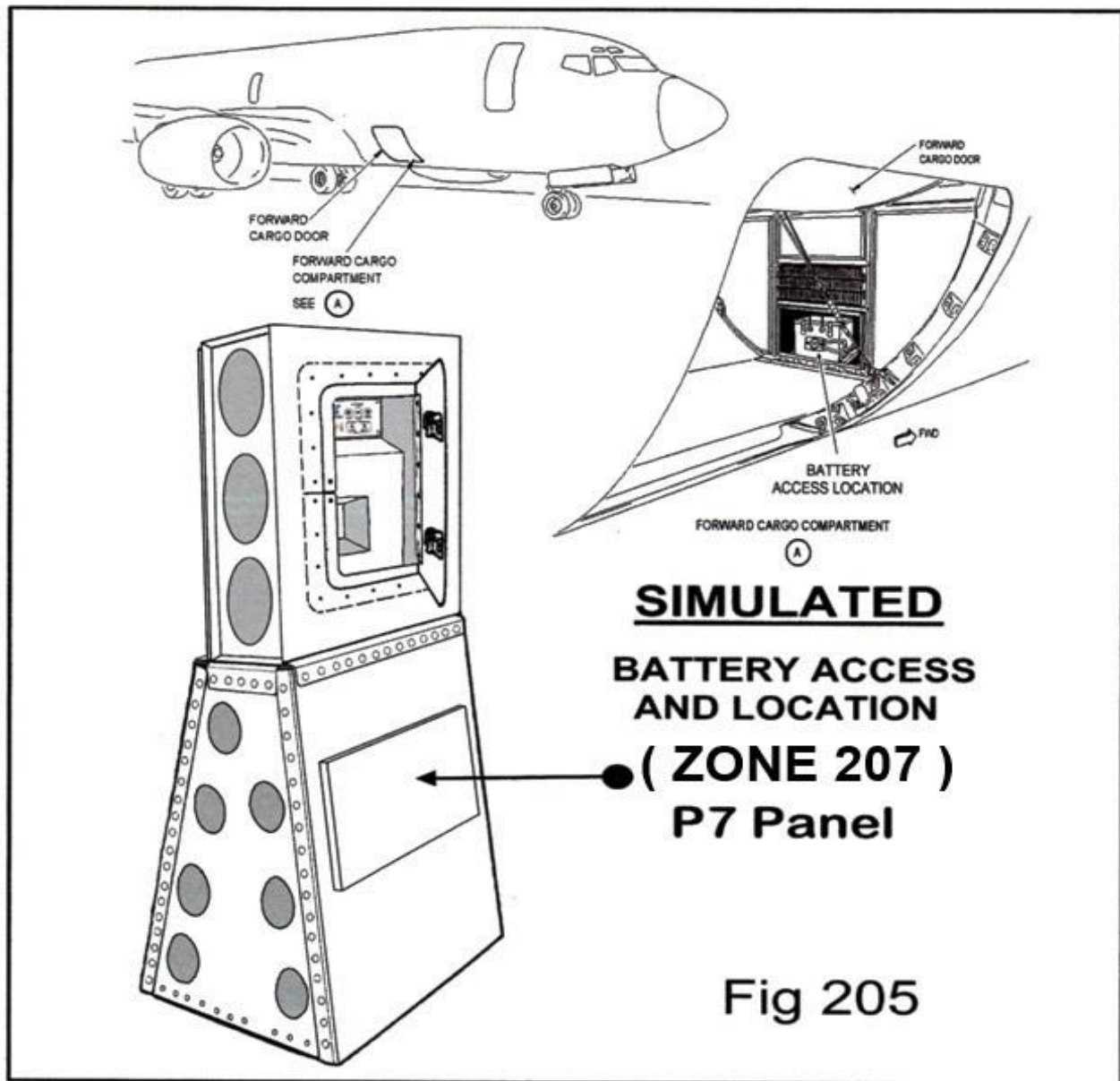
Effective On: SAS ALL





ASA 737-SAS 200/400/800 AMM
Task 24-10-01-00
Electrical Power Isolation Procedures

Effective On: SAS ALL





ASA 737 – SAS 200/400/800

**SIMULATOR
AIRCRAFT MAINTENANCE
MANUAL**

**EXTERNAL POWER
RECEPTACLE PIN(S)
REPLACEMENT**

SECTION

SAMM 24-10-01-01 / Pg 1
Simulator Aircraft Maintenance Manual
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ASA 737 – SAS 200/400/800

ASA 737-SAS 200/400/800 AMM

Task 24-10-01-01

External Power Receptacle Pin Replacement.

Effective On: SAS ALL

1. External Power Receptacle Pin Replacement.

(a) General.

- 1) The external power receptacle pins are located in the R/H side of the Aircraft . There are four (4) large pins and two (2) small pins on each external power receptacle.

2. References

Reference	Title
24-10-01-00 / 01	Electrical Power Isolation Procedures
52-40-02-00 / 01	Removal and Reinstallation.
52-40-02-02 / 03 / 04	Illustrated Parts Manual.

3. Tools / Equipment

- Flash Light
- Screw Driver
- Wrench - Hex 1/8 inch
- Wrench - Hex 3/16 inch
- Safty Lock out Tags

NOTE: Fig 201, 203, 205

(Refer: SAMM 24-10-01-00)

4. Access / Panel

Zone

Access / Panel	Zone	Description
P5 Panel, Instrument	203	Fwd Center Overhead Panel Flight Deck Compartment.
P6 Panel, Instrument	205	R/H outter Fwd Lower Nose Compartment.
P7 Panel, Closure	207	Fwd Cargo Compartment / Fwd Center Bulkhead.

TABLE 1



ASA 737 – SAS 200/400/800

ASA 737-SAS 200/400/800 AMM

Task 24-10-01-01

External Power Receptacle Pin Replacement.

Effective On: SAS ALL

4. **ALTERNATE METHOD / Neutralizing the aircraft electrical system.**
 1. **Remove Electrical Power using the "ALTERNATE METHOD".**
 - (a) Check and make sure that the external power electrical cord has been removed from aircrafts external power receptacle.
 - (b) At the overhead panel, P5, ensure the emergency light switch, (P5-4) in the "OFF" Position.
 - (c) Place " BATT-GRD POWER" (P5-2) switch from " On " to " OFF " Ensure "ALL" power bus light(s) are extinguished.
 - (d) Install "Danger do not use tag" to the BATT-GRD POWER switch (P5-2) on P5 Panel.
 2. **Access the P6 panel / Zone 205 External Power Door see Table 1 for panel location.**
 - (a) Locate and open external "HOT BATTERY BUS" circuit breaker (P6-3) on the P6 Panel.
 - (b) Install "Danger Do Not Use Tag" to the Hot Battery Bus Circuit breaker (P6-3) on the P6 Panel.
 3. **Access the P7 panel / Zone 207 - Simulated : Fwd cargo compartment / Fwd Center Bulkhead, see Table 1 for panel Locations**
 - (a) Gain access to the battery, turn the knob on the battery connector counterclockwise to release it and lift the plug off the terminal pins
 - (b) Install "Danger Do Not Use Tag" to the Main Battery Connector.
5. **Preparation : External Power Receptacle Pin replacement.**
 - (a) Establish the known condition of the receptacle pin(s).
 - 1) Worn out pin(s) See Paragraph 5.1.(a) thur 5.1(d).
 - 2) Broken Pin(s) See paragraph 5.2(a) thur 5.2(b)



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Task 24-10-01-01

External Power Receptacle Pin Replacement.

Effective On: SAS ALL

5. Prepare for removal and replacement of Pin(s)

1. Do these steps for Worn Pin(s)

- (a) For worn out pin(s) check using the wear gage set sliding it over the receptacle pin.

NOTE: For a pin(s) to be serviceable, the gage "should Not" slide over the Pin(s).

- (b) If the gage slides over the Pin(s) then use the following tools to remove or reinstall the New Pin(s).

- 1) Wrench-Hex 1/8 inch for (19) small diameter pin(s)
- 2) Wrench-Hex 3/16 inch for (18) Large diameter Pin(s)

- (c) Removal of Pin(s) : Insert the wrench into the Hex slot of the pin turning it counterclockwise direction to remove the pin.

- (d) To reinstall Pin(s) : " By Hand " engage the pin threaded end into the threaded part of the connector assy (16) turning the pin(s) in a clockwise direction. "Then" install the wrench into the Hex slot of the pin to tighten the pin firmly.

2. Do these steps for Broken Pin(s)

- (a) For broken pin(s) : Use a sharp tool or easy-out type tool to remove the broken pin(s).

- (b) To reinstall Pin(s) : By hand engage the pin(s) threaded end into the threaded part of the connector assy (16) turning the pin(s) in a clockwise direction. Then install the wrench into the Hex slot of the pin to tighten the pin firmly.



ASA 737 – SAS 200/400/800

ASA 737-SAS 200/400/800 AMM

Task 24-10-01-01

External Power Receptacle Pin Replacement.

Effective On: SAS ALL

6. **ALTERNATE METHOD / Energizing the aircraft electrical system.**
 1. Restoring electrical power using the "ALTERNATE METHOD".
 - (a) Access the P7 panel / Zone 207 - Simulated: Fwd cargo compartment / Fwd enter Bulkhead See Table 1.
 - (b) Remove "Danger Do Not Use Tag" from the Main Battery Connector.
 - (c) Gain access to the battery, lift the plug onto the battery terminal pins, turn the knob on the battery connector in a "clockwise" direction until it becomes tight.
 - (d) Reinstall Main Battery Compartment bulkhead door.

NOTE: Before complete closure of the battery compartment accomplish general visual inspection of the P7 compartment for FOD also check for the safe condition of the battery compartment.
 2. Assess the P6 panel / Zone 205 External Power Door compartment see Table 1 for panel location.
 - (a) Locate (P6-3) "HOT BATTERY BUS" circuit breaker and remove "Danger Do Not Use Tag" from the breaker button.
 - (b) Locate (P6-3) "HOT BATTERY BUS" circuit breaker button Press the button to close the breaker, energizing the system.
 - (c) Check External Power Door compartment for FOD. Check the Hinge and Latches for security before closing the External Power Door.

NOTE: **For Competition Safety**
" Close the External Power Door "



ASA 737 – SAS 200/400/800

ASA 737-SAS 200/400/800 AMM

Task 24-10-01-01

External Power Receptacle Pin Replacement.

Effective On: SAS ALL

3. Locate on the overhead P5 control Panel. Locate the (P5-2) BATT-GRD POWER Switch see Table 1 for Location.

- (a) Locate the (P5-2) "BATT-GRD POWER" Switch on the P5 overhead panel and remove the " Danger Do Not Use Tag " from the switch.
- (b) Place the " BATT-GRD POWER " Switch from " OFF " to " ON " Energizing the aircraft electrical system. Ensure all power bus light(s) blue are energized.

7. Task 24-10-01-01 * COMPLETED *****



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**SIMULATOR
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**DISASSEMBLE
SECTION**



Disassemble

General

1. This section has the procedure and data to Disassemble ASA737-SAS200/400/800 Simulator.
 - (a). Refer to Detailed Part Illustration Section (Assembly and Disassembly) Details 1A thru 3A for assembly procedures.
 - (b). Refer: Section (52-40-02-02, 03, 04,) are recommended to be accomplished prior to assembly of unit.
 - (c). Refer: Section (52-40-02-02, 03, 04,) IPC Fig 1A, 2A, 3A. For reference to components item / part numbers required for Disassembly or Reassembly.
2. Procedure for: (P/N 376378-200 / 767442- 400 / 585427- 800) Refer: IPL

NOTE: Refer: to IPL for item number and part numbers.

Caution: The **ASA -737-SAS 200/400/800 Assembly** is a matched set of drilled Parts. **Do Not** interchange the parts with parts from a different Simulator Assemblies.

NOTE: For bolt and nut installation. refer: 52-40-01-04 Para 7.(b)(b).

NOTE: For Latch installation. refer: 52-40-01-05. Para 2. and 52-40-02-05. (Fig 402) (Fig 403) for fit and fair limits.

NOTE: For External Power Receptacle Pin Removal and Replacement. Refer: 24-10-01-01 Para 5.1(c) and 5.2.(a).



3. Detailed Disassembly

- (a). Refer to Detailed Part Illustration Section (Assembly and Disassembly) Details 1A thru 3A, for disassembly or reassemble image procedures.

4. Remove Installation items

- (1) Remove Door (5) from External Power Access Door assembly (1) by removing bolts (102, 502, and 915), washers (201, 601, 935), nuts (302, 702).
- (2) Remove Latch assembly (7) (upper or lower latch unit) from external power access door (5) by removing bolts (60), washers (65), and nuts (70).

NOTE: "Do Not " Re- use removed fasteners, retain all parts.

- (3) Remove Upper Door Landing (10, 410, 810), Upper Latch Support (25, 430, 830), and Latch Striker Plate (40, 440, 840) by removing bolts (100, 102, 500, 502), washers (201, 601, 940) and nut (301, 302, 702, 950)

NOTE: Do not remove rivets (506, 935) and nutplates (504, 505, 925, 930)

NOTE: "Do Not "Re- use removed fasteners, retain all parts.

- (4) Remove Lower Door Landing (15, 415, 815), Lower Latch support (35, 435, 835), And Latch Striker Plate (40, 440, and 840) by removing bolts (100, 102, 500, 502), washers (201, 601, 940) and nut (301, 302, 702, 950)

NOTE: Do not remove rivets (506, 935) and nutplates (504, 505, 925, 930)

NOTE: "Do Not "Re- use removed fasteners, retain all parts.

- (5) Remove Hinge (20, 420, 820), and Hinge Support (25, 425, 825) by removing bolts (101, 501, 910, 915), washers (201, 601), and nuts (302, 702)

NOTE: Do not remove rivets (935) and nutplates (925, 930)

NOTE: "Do Not "Re- use removed fasteners, retain all parts.



**SIMULATOR
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**REASSEMBLE
SECTION**



ASA 737 SAS 200/400/800

Reassemble

General

1. This section has the procedure and data to reassemble the **ASA737-SAS200/400/800 Simulator.**
 - (a). Refer to Detailed Part Illustration Section (Assembly and Disassembly) Details 1A thru 3A for Reassembly procedures.
 - (b). Refer: Section (52-40-02-02, 03 , 04,) are recommended to be accomplished prior to assembly of unit
 - (c). Refer: Section (52-40-02-02, 03, 04,) IPC Fig 1A, 2A, 3A.
2. **Procedure for: (P/N 376378-200 / 767442- 400 / 585427- 800) Refer: IPL.**
 - (1). **NOTE:** Refer: to IPL for item number and part numbers.
 - (2). **Caution:** The ASA 737 – SAS 200/400/800 Assembly is a matched set of drilled Parts, Do Not interchange the parts with parts from a different assembly. If required, replace all of the drilled parts at the same time, or The assembly can be misaligned and operate incorrectly.
 - (3). **NOTE:** **“Do Not “ Re- use prior removed fasteners Use New Fasteners, Refer: 52-40-01-05 Para 7. (b). b).**



3. Detail Reassembly

- (1) Install **Upper Door Landing** (10, 410, 810), **Upper Latch Support** (30, 430, 830), and **Latch Striker Plate** (40, 440, 840) with bolts (100, 102, 500, 502), washers (201, 601, 940) and nut (301, 302, 702, 950)

NOTE: Finger tighten all of the fasteners prior to tighten to Recommended torque. Refer: 52-40-01-04 Para 7.(b) and 52-40-02-01 Para 2(3) for the fastener use. Also adjust latch after latch support and / or striker plate installation Latch Installation Refer: 52-40-01-06 Para 2. (4).

- (2) Install **Lower Door Landing** (15, 415, 815), **Lower Latch Support** (35, 435, 835), and **Latch Striker Plate** (40, 440, 840) with bolts (100, 102, 500, 502), washers (201, 601, 940) and nut (301, 302, 702, 950)

NOTE: Finger tighten all of the fasteners prior to tighten to Recommended torque. Refer: 52-40-01-04 Para 7.(b) and 52-40-02-01 Para 2(3) for the fastener use. Also adjust latch after latch support and / or striker plate installation Latch Installation Refer: 52-40-01-05 Para 2. (4).

- (3) Install **Hinge** (20, 420, 820), and **Hinge Support** (25, 425, 825) by installing bolts (101, 501, 910, 915), washers (201, 601), and nuts (302, 702)

NOTE: Finger tighten all of the fasteners prior to tighten to Recommended torque. Refer: 52-40-01-04 Para 7. (b). Also Refer: 52-40-02-01 Para 2 (3). for the fastener use.

- (4) Install **Door** (5) from External Power Access Door assembly with bolts (102, 502, 915), washers (201, 601, 935), nuts (302, 702).

- (5) Install **Latch assembly** (7) (upper or lower latch unit) to external power access Door (5) by removing bolts (60), washers (65), and nuts (70).

NOTE: Finger tighten all of the fasteners prior to to tighten it to recommended torque. Refer: 52-40-01-04. Para 7.(b)a). Also Refer: 52-40-02-01. Para 2.(3) For fastener use.

NOTE: For Latch Installation. Refer: 52-40-01-05. Para 2 and 52-40-01-05. (Fig 402) (403) for fit and fair limits.

NOTE: For External Power Receptacle Pin Replacement. Refer: 24-10-01-01 Para 5.1.(d) and 5.2.(b). See 52-40-01-04 Para 7.(b)a) for Torque Values



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ILLUSTRATED PARTS LIST



52-40-02-02 / - 200

52-40-02-03 / - 400

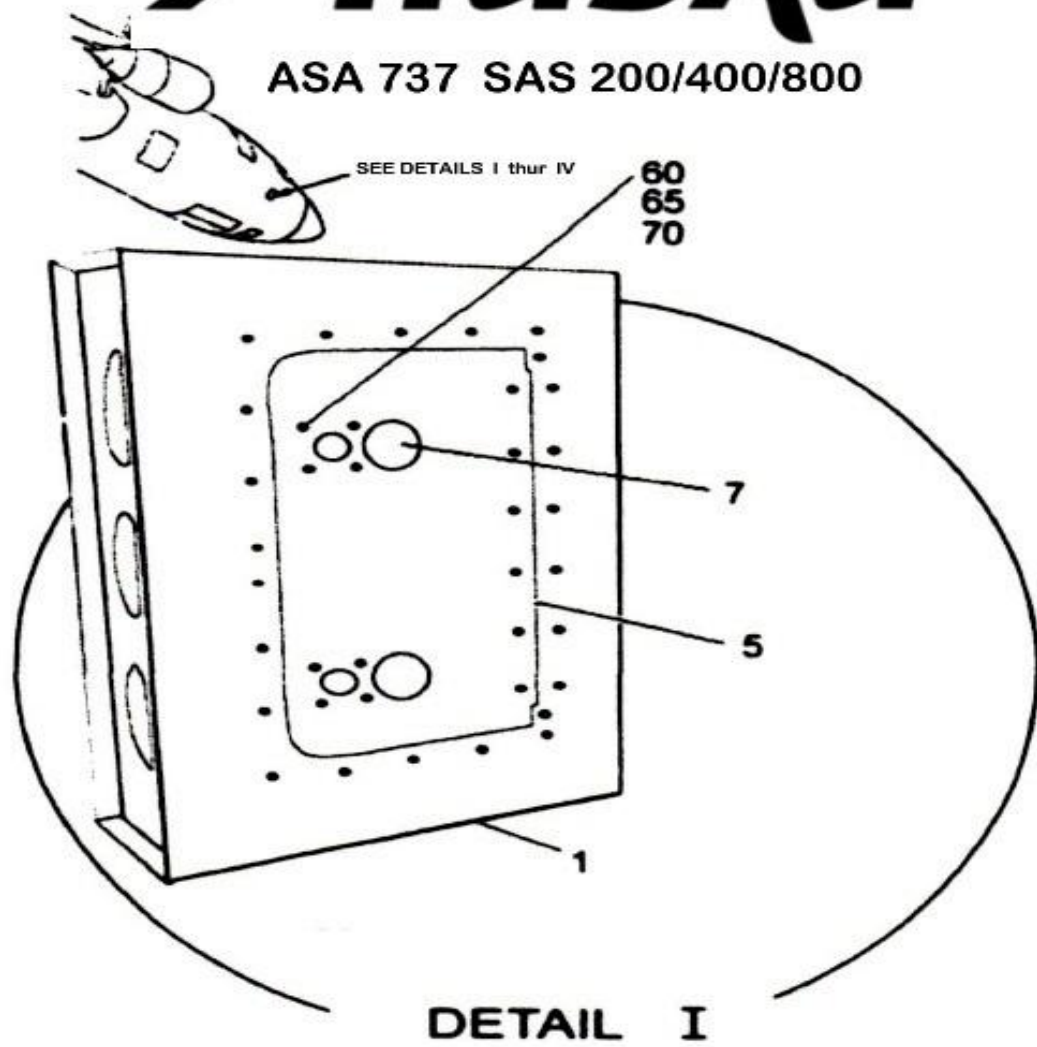
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ASA 737 SAS 200/400/800



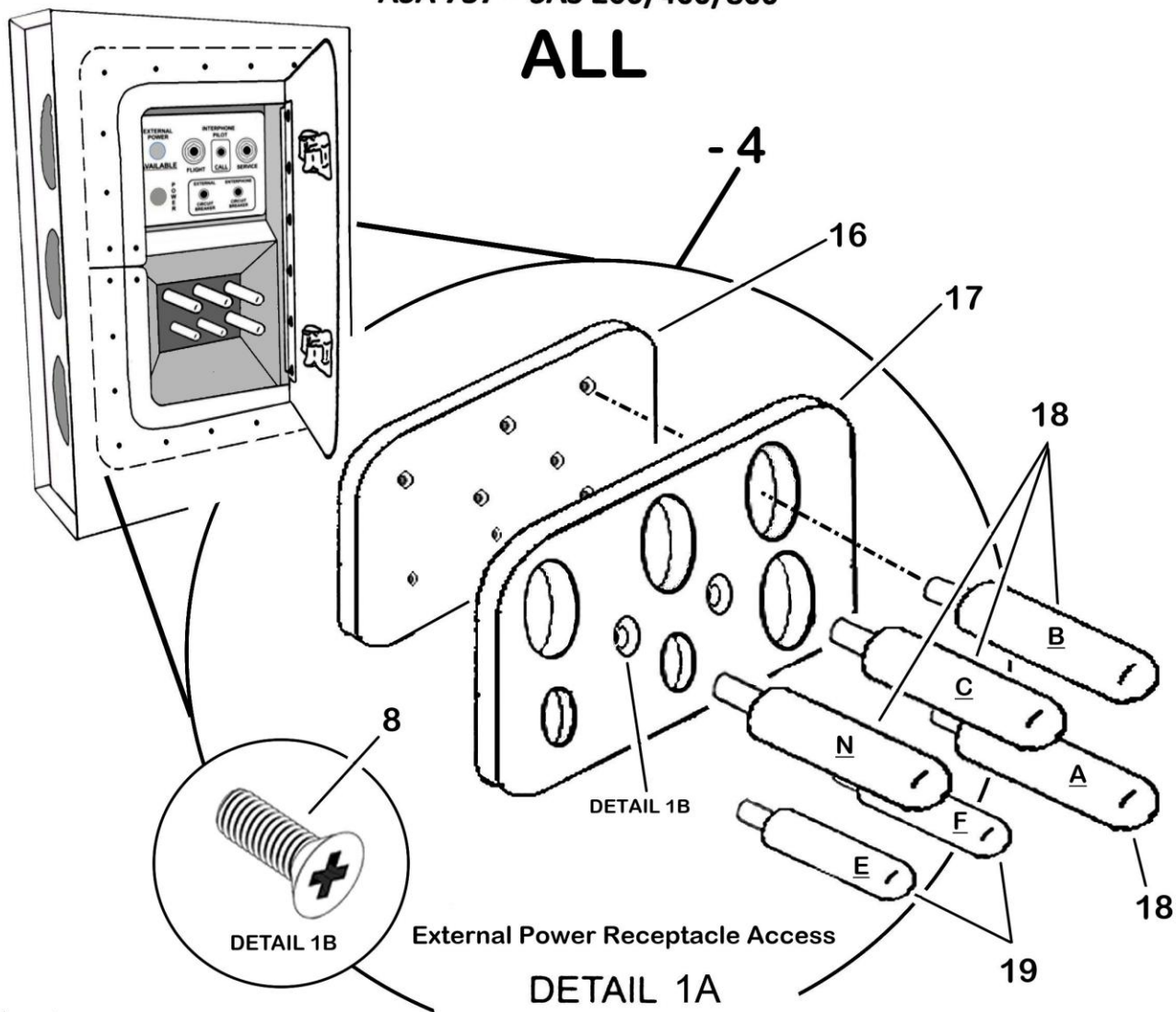
DETAIL I

Figure 1

-200/400/800 Configuration

EXTERNAL POWER RECEPTACLE ACCESS DOOR

ALL



Receptacle Power Contact Pin's
-200 / 400 / 800 Configuration

Figure 4A



SEE DETAIL I THRU IV

ALL

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ASA 737 - SAS 200/400/800

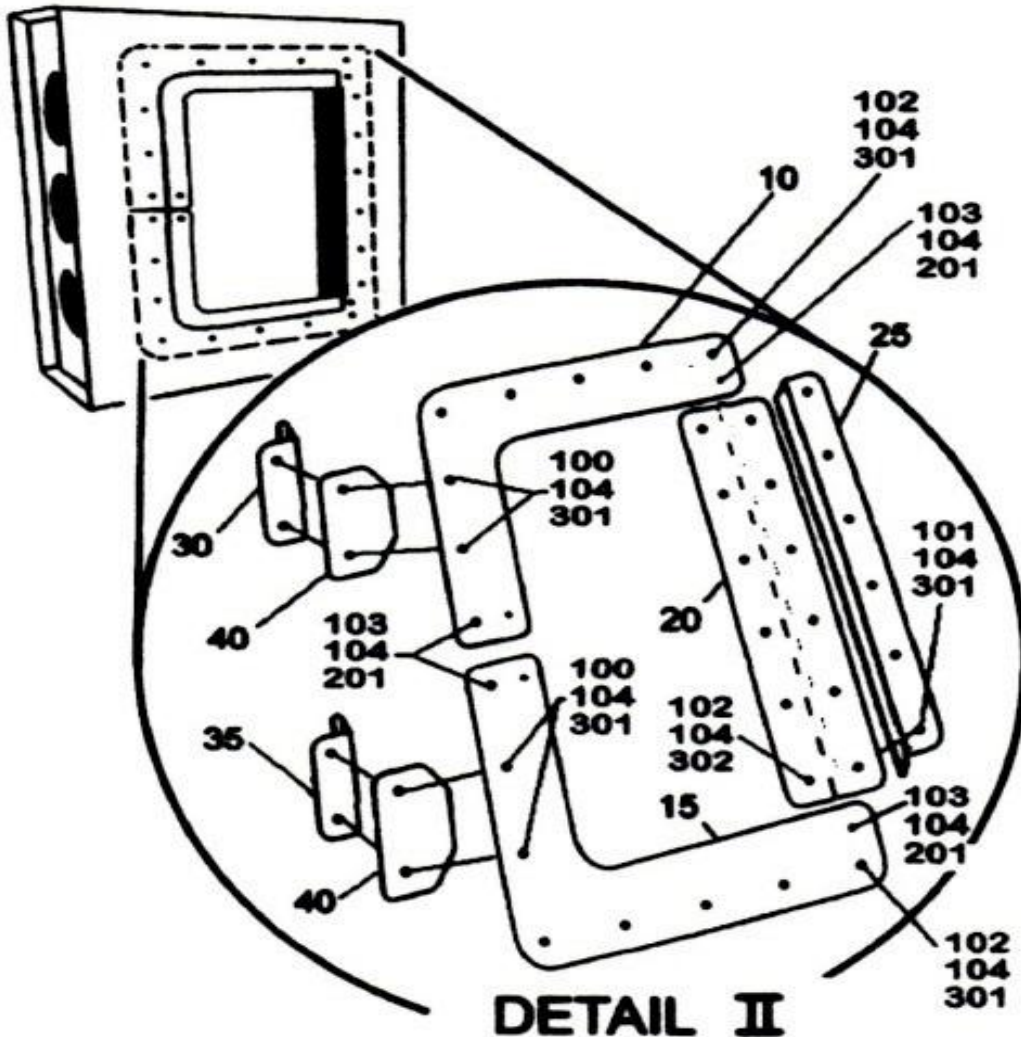


Figure 1A
-200 Configuration

ASA 737 SAS 200/400/800

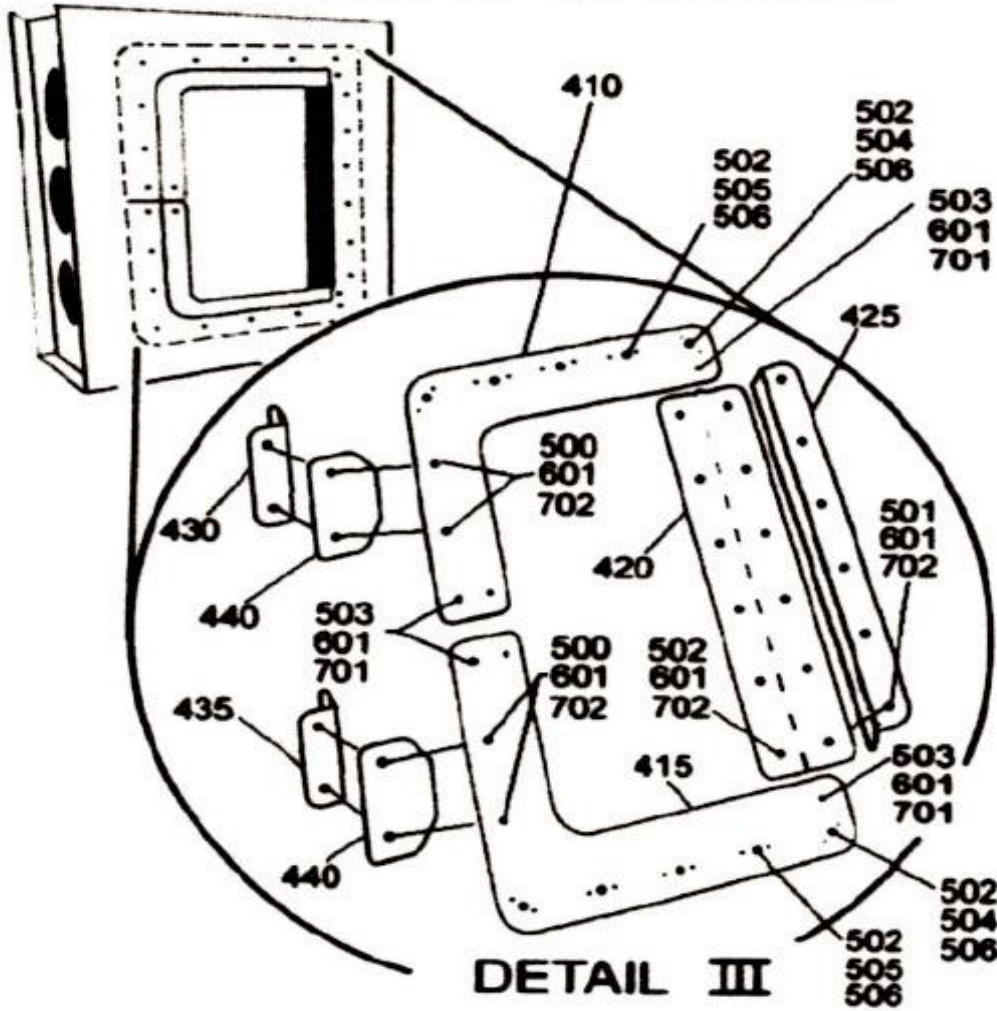


Figure 2A
-400 Configuration

ASA 737 SAS 400/600/800

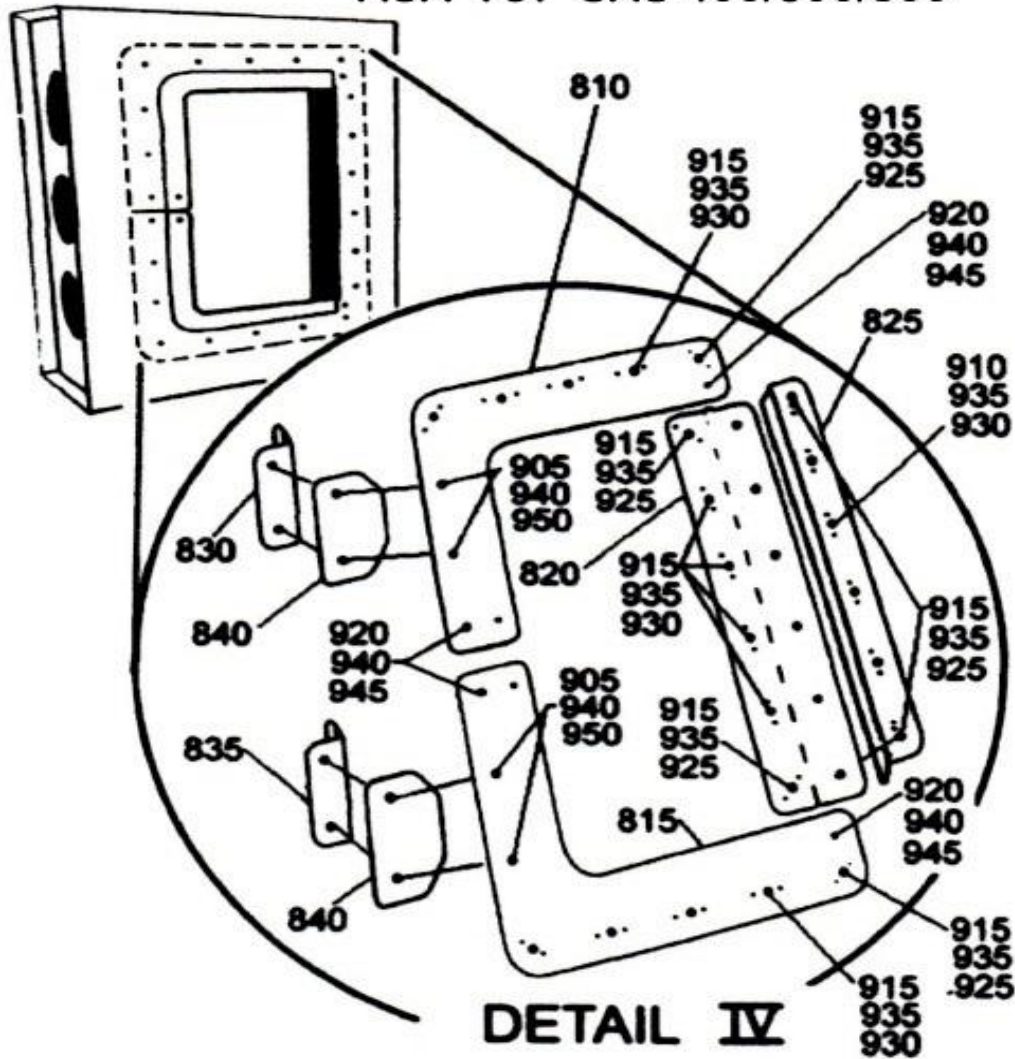


Figure 3A
-800 Configuration



ASA 737 - SAS 200/400/800

FIG/ Item	Part Number	Nomenclature	Usage Code	Units per Assy
1-	376378-200	External Power Access Door Assy	A	
2-	767442-400	External Power Access Door Assy	B	
3-	585427-800	External Power Access Door Assy	C	
5	376378-1	Door		1
7	759569-1	Latch (Pre SB 737-1234)		2
-7A	569759-10	Latch (Post SB 737-1234)		2
60	BACB30NN3K2	Titanium Screw		8
-65	AN960PD10L	Washer		8
-70	MS21042L3	Mini Nut		8
1A-				
10	376378-2	Upper Door Landing		1
15	376378-3	Lower Door Landing		1
20	376378-10	Hinge (Pre SB 737-1234)	AB	1
-20A	378376-101	Hinge (Post SB 737-1234)	AB	1
25	376378-15	Hinge Support (Pre SB 737-1234)	AB	1
-25A	378376-151	Hinge Support (Post SB 737-1234)	AB	1
30	376378-25	Upper Latch Stop		1
35	376378-30	Lower Latch Stop		1
40	376378-50	Latch Striker Plate		2
100	BACB30NN3K4	Titanium Screw		4



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101	BACB30NN3K3	Titanium Screw	6
102	BACB30NN3K2	Titanium Screw	16
103	BACB30VF3K2	PIC Screw	4
104	AN960PD10L	Washer	30
-201	MS21042L3	Mini Nut	4
-301	BACN10JC3D	Offset Anchor Type-NUT	26



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2A-				
410	585427-10	Upper Door Landing		1
415	585427-15	Lower Door Landing		1
420	376378-10	Hinge (Pre SB 737-1234)	AB	1
-420A	378376-101	Hinge (Post SB 737-1234)	AB	1
425	376378-15	Hinge Support (Pre SB 737-1234)	AB	1
-425A	378376-151	Hinge Support (Post SB 737-1234)	AB	1
430	376378-25	Upper Latch Stop		1
435	376378-30	Lower Latch Stop		1
440	376378-50	Latch Striker Plate		2
500	BACB30NN3K4	Titanium Screw		4
501	BACB30NN3K3	Titanium Screw		6
502	BACB30NN3K2	Titanium Screw		16
503	BACB30VF3K2	PIC Screw		4
-504	NAS687A03	Nutplate		4
-505	BACN10JR3F	Nutplate		16
506	BACR15CE3AD3	Rivet		20
-601	AN960PD10L	Washer		14
-701	MS21042L3	Mini Nut		4
-702	BACN10JC3D	Offset Anchor Type-NUT		6



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3A-				
810	585427-10	Upper Door Landing		1
815	585427-15	Lower Door Landing		1
820	585427-20	Hinge (Pre SB 737-1234)	C	1
-820A	427585-201	Hinge (Post SB 737-1234)	C	1
825	585427-25	Hinge Support (Pre SB 737-1234)	C	1
-825A	427585-251	Hinge Support (Post SB 737-1234)	C	1
830	376378-25	Upper Latch Stop		1
835	376378-30	Lower Latch Stop		1
840	376378-50	Latch Striker Plate		2
905	BACB30NN3K4	Titanium Screw		4
910	BACB30NN3K3	Titanium Screw		4
915	BACB30NN3K2	Titanium Screw		18
920	BACB30VF3K2	PIC Screw		4
925	NAS687A03	Nutplate		6
930	BACN10JR3F	Nutplate		16
935	BACR15CE3AD3	Rivet		46
940	AN960PD10L	Washer		8
945	MS21042L3	Mini Nut		4
950	BACN10JC3D	Offset Anchor Type-NUT		26



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4A-				
4	MS 262000	Receptacle Inst. / Ext Pwr Pin Assy		1
8	BACB30VF3K ()	Pic Screw	A B C	2
16	NAS 32660	Connector Assy		1
17	NAS 82692	Shield / Guide		1
18	MS 537790	Contact Power Pin (N, C, B, A)		4
19	MS 527660	Contact Control Pin / Interlock Pin (E, F)		2



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ASA 737 – SAS 200/400/800

**SIMULATOR
AIRCRAFT MAINTENANCE
MANUAL**

**Abbreviations and Symbols
SECTION**

SAMM 51-00-00-00
Simulator Aircraft Maintenance Manual

MAR/2011



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ABBREVIATIONS, AND SYMBOLS:

AMC	Aerospace Maintenance Competition
ALT	Alternate
OPT	Optional
OBS	Obsolete
REPL	Replaces
REPLB	Replaces By
SUPSD	Supersedes
SUPSDB	Superseded By
SIM	Simulator
CONT	Continue
+/-	Plus and Minus



"NOTE" Simulator Task Assistance Marker

	New Entry, Up Dated. Added to
Assy	Assembly
ATA	Air Transport Association
AMM	Aircraft Maintenance Manual
EFF	Effectivity Code
IPL	Illustrated Parts List
IPC	Illustrated Parts Catalog
P/N	Part Number
PSIG	Pound Per Square Inch Gage
PSI	Pound Per Square Inch
MIN	Minimum
MAX	Maximum
SAMM	Simulator Aircraft Maintenance Manual
SAS	Simulated Aircraft Structure
A/C	Aircraft
"HOT"	Still has electrical power on the system
BATT	Battery
T.O.	Technical Orders (Military - Similar to IPC)

SAMM 51-00-00-01

Simulator Aircraft Maintenance Manual

MAR / 2011



ASA 737 – SAS 200/400/800

**SIMULATOR
AIRCRAFT MAINTENANCE
MANUAL**

INTRODUCTION

**INTRO: SIMULATOR
LOG PAGE**

51-00-00-02



ASA 737 – SAS 200/400/800

1. **Defect Log Page** Form SAS-1A Number (Prefilled on the page)
2. **A/C#:** Aircraft Number Three (3) digit aircraft tail number (Prefilled on log page for use in training or Task.
3. **STA:** Three (3) letter station identifier. see SAMM table of contents to locate text for list of : **IATA Station / Airport number codes.**
4. **A/CType:** Aircraft types example (-200, -400 , -800) Are three (3) distinctive model of and aircraft as designed by the manufacture with its check blocks (must mark with an "X") to indicate the model type being Repaired.
5. **Defect Description:** The Description is give in full detail of the defect that is found by the technician(s)
6. **Date:** The date when the defect that is found by the technician(s) (Format To : MM / DD / YY)
7. **Defect Type:** Condition requiring Form SAS-1A See detailed instructions in the ATA Chapter Code Section for defect type chart.
9. **Planned Action:** **Note:** (use for this simualtor only). A Complete description is given on what has been determined by a technician, the correct planned action to repair the defect(s) based on damaged found and repair data from SAMM.
8. **Reported By:** Aircraft Technician / Teams signs His / Her Name as person filling out the form SAS-1A with first letter of first name and full last name. (Example: B. Long, T. Alaska...etc)
10. **Aircraft Effectivity Code:** The aircraft effectivity code, are number(s) or letter(s) assigned for use within the Illustrated Parts List for replacement of aircraft parts or components. see ATA Chapter Code Section for EFF List
11. **ATA Chapter Codes:** The aircraft chapter code, are a two (2) digit number assigned for use identify SAMM Chapters see ATA Chapter Code Section.
12. **ATA Section Codes:** The aircraft section code, are a two (2) digit number assigned for use identify SAMM section. see ATA Chapter Code Section.
13. **Date:** Date of defect was resolved, repaired or troubleshooting was accomplished (Format: MM / DD / YY).
14. **Defered / Maintenance:** Use the Yes and No Blocks to record this action. Place a (X) in the circle that applies.
15. **Line / Phase / Shop:** The departements that Performed the maintenance on the Aircraft. Mark the Blocks to record this action. Place a (X) in the circle that applies.
16. **Repaired / Maintenance:** IUse the Yes and No Blocks to record this action. Place a (X) in the crcle that applies.



17. Resolution Description or Troubleshooting: Give a full written description of the maintenance action(s) taken.
18. Accomplished By: The placement of a Signature of the technician or Team captain/ coach who has Identified completion of the repairs. (First letter of first name, Full last name)
19. Inspected By: The placement of a Signature of the technician or Team captain/ coach who has Identified completion of the repairs. (First letter of first name, Full last name)
20. On Going / MAINTENANCE: Give a full written description of the maintenance action(s) taken.
21. IS RII REQUIRED: A "Yes" or "No" answer mark the blocks circle witch applies, Requires a Signature of a technician / team Simulator Coach / Instructure (first letter of first name, full last name).
22. Intered Into Trax: (NOT Required) Requires a Signature of a technician / team Simulator Coach / Instructure (first letter of first name, full last name).
23. Reviewed By: Requires a Signature of a technician / team Simulator Coach / Instructure (first letter of first name, full last name).
24. Answer is Box of the Resolution Description or Troubleshooting: This Answer Box is used for grading task completion and is the responsibility for the Team or Player to complete this grading box. It must be clearly marked with an (X or Check Mark) to achieve a grade.
The description of the maintenance action(s) taken Test Questions sheet will be given on a separate page at the time of the competition.



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ASA 737 - SAS 200/400/800

Log Page

1										
2		3			4		1			
Alaska Airlines SAS SIMULATOR LOG PAGE No. 26225664										
A/C#	N	-AS	STA	A/C TYPE	ASA737 - SAS Simulator					
Defect Description		Date	Defect Type	Reported By:	-200 -400 -800					
5		6		7		8				
Planned Action:										
9		10		11		12		13		14
A/C Effectivity Code	ATA Chap:	ATA Sec:	Date	Deferred: Yes No	Line: Phase: Shop:	Repaired: Yes No				
Resolution Description or Troubleshooting										
17 Answer is :							15		16	
A.	24									
B.										
C.										
D.	18		19					20		
Team / Tech Signature			Trainer / Coach			On Going				
Accomplished By:			Inspected By:							
Is RII Required: Yes No		Entered into TRAX By:		Reviewed By:						
21		22		23						

Sim Team Alaska

SAS SIMULATOR LOG PAGE

No. 26225664

A/C#	N	DATE	-AS	STA	S	E	A	A/C TYPE	ASA737 - SAS Simulator
Defect Description				DEFECT TYPE	-L	I	N	Reported By:	-400 -800 ASA-R LONG

Planned Action:

A/C Effectivity Code	ATA Chap:	ATA Sec:	Date	Deferred:	STA Repaired	Repaired:
				Yes <input type="radio"/> No <input checked="" type="radio"/>		Yes <input type="radio"/> No <input type="radio"/>

Resolution Description or Troubleshooting

ANSWER BOX

A.

B.

C.

D.

FOR TASK COMPLETION
(RESOLUTION DESCRIPTION OR TROUBLESHOOTING)
REDQUEST FINAL QUESTION SHEET
FROM TRAINER / COACH



Accomplished By:	Team / Tech Signature	Trainer / Coach	On Going	N/A
Is RII Required:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Entered into TRAX By:	N/A	Reviewed By:

SIM TEAM ALASKA SAS SIMULATOR LOG PAGE No. 26225664

 **ANSWER SHEET**

Note 

Read each Answer carefully before making your final choice to which response best describes the work accomplished. Circle your choice, then place your Answer in the Answer Box on log Page.

A

MULTIPLE CHOICE ANSWERS
PLACE HERE

B

MULTIPLE CHOICE ANSWERS
PLACE HERE

C

MULTIPLE CHOICE ANSWERS
PLACE HERE

D

MULTIPLE CHOICE ANSWERS
PLACE HERE

Reviewed By: